

THE OVERLAND CHINA MAIL  
PUBLISHED EVERY  
MAIL-DAY.  
Contains the Week's News  
of Hongkong and the  
Far East.  
Price (including Postage) to any  
part of the world, \$13.  
per annum.

# The China Mail.

ESTABLISHED 1845

AGENTS  
Orders for the "China Mail"  
and "Overland China Mail"  
may be made to our agents at  
the following ports:-  
Canton. PATRICK & Co.  
Fookow. JOCKEY & Co.  
Shanghai. GILLY & WATSON  
Yokohama. GILLY & WATSON  
Mantou. A.S. WATSON & Co. Ltd.

No. 16540.

號六十月五年六十登百九千壹第

HONGKONG, TUESDAY, MAY 16, 1916.

辰丙次歲年五國民華中

PRICE. \$3 00 Per Month

## THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:  
A. S. WATSON & Co. Ltd.  
WINE & SPIRIT MERCHANTS,  
HONGKONG.  
TEL. 616.

### HONGKONG VOLUNTEER CORPS.

Corps Orders by Lieut.-Col. A.  
Chapman, Y.D.

#### NOTICE.

The following extract from orders by  
Chief Engineer, China Command is pub-  
lished for information. The undermen-  
tioned members of the Engineering Co.  
are raised to the "Very Superior" rate of  
Engineer Pay with effect from the 5th  
May, 1916. Electricians: 2 Cpl. Mathew-  
man, L. Cpl. Marley and L. Cpl. Hill.  
L. Cpl. Norris is raised to the  
"Superior" rate of Engineer pay with  
effect from the 5th May, 1916.

**PARADES.**  
Parade for Wednesday 17th instant:-  
7.00 a.m. - Signalling Section "C"  
Class at Headquarters.  
8.15 p.m. - Civil Service Co. at Head-  
quarters.  
8.00 p.m. - Scouts Co. No. 1 Section  
Squad drill and Skirmishing on Cricket  
Ground.

**DETAIL.**  
On duty to-night: Scouts Co.  
On duty to-morrow night: Scouts Co.  
Next for duty: Scouts Co.  
Orderly Officer 18th inst.: Lieut.  
Wool.



#### NOTICE.

ANY EUROPEAN, NON ASIATIC or  
INDIAN desiring to leave the  
Colony should apply in writing for per-  
mission to do so to the Captain Super-  
intendent of Police, at least 48 hours  
before the intended hour of departure,  
giving name, nationality, age, sex, height  
and occupation of the applicant, and  
stating the name of the steamer or other  
vessel or the hours of the train by which  
the applicant wishes to leave. Applicants  
should apply in person for their passes at  
the Central Police Station between the  
hours of 9 a.m. to 1 p.m. and 2 p.m. to  
4 p.m. daily.

### THE CHINA MAIL. NOTICE.

Communications relating to news should  
be addressed to THE EDITOR.  
Correspondents must forward their  
names and addresses, with any communi-  
cation addressed to the Editor, not necessarily  
for publication but as evidence of good  
faith.

All matter for publication should be  
written on one side of the paper only.

Letters relating to business should be  
addressed to THE MANAGER.  
Rate of subscription to "China Mail" is  
\$36 per annum; per quarter and per week  
"pro rata".

The "China Mail" is delivered free to  
subscribers in Hongkong and Kowloon.  
Postage is charged at the rate of a by  
cents per month.

Orders for extra copies of the "China  
Mail" should be sent as soon as possible as  
the supply is limited. Cash 10 cts., Credit  
50 cts., per copy.

Rate of subscription to the "Overland  
China Mail" is \$12 per annum; postage  
\$1 per annum extra. Single copies twenty  
cents each.

Alterations and additions to Advertis-  
ments on Pages 2, 3, 5, and 7 should  
be sent to the Office, No. 5, Wyndham  
Street, not later than 11.30 a.m.

Alterations and additions to Advertis-  
ments on pages 1, 4, 6, and 8 should be  
sent not later than 1 p.m.

New advertisements should be sent in  
before 9 p.m.

Advertisements and Subscriptions which  
are not ordered for a fixed period will be  
continued until countermanded.

Telegraphic Address: "MAIL" Hongkong.  
Code: A.B.C. 4th Edition.  
Telephone No. 22.

THE CHINA MAIL, LIMITED

## 'CHINA MAIL' OVERLAND EDITION.

THE BEST WEEKLY NEWS  
PAPER FOR ALL INTERESTED  
IN HONGKONG AND CHINA  
GENERALLY.  
ORDER IT BEFORE GOING  
HOME; AND THUS KEEP IN  
CLOSE TOUCH WITH THE  
COLONY.

### BUSINESS NOTICES.

#### STEAM OR MOTOR VESSELS.

6,000 Tons, 3,000 Horse Power now Built  
Steel Building Work of every Description.  
Castings, Forgings, Repairs and Supplies.

Prompt Attention and Shipment to Destination

W. S. BAILEY & Co., Ltd.

ENGINEERS and SHIPBUILDERS.  
KOWLOON BAY



## SIR ROBERT BURNETT & CO'S OLD TOM AND DRY.

A. S. WATSON & Co., Ltd.

WINE AND SPIRIT MERCHANTS,  
HONGKONG and CHINA.



ESTABLISHED A.D. 1841.

Telephone No. 616.

### THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 1" to 15" CIRCUMFERENCE.  
CABLE LAID 5" to 15" CIRCUMFERENCE.  
4 STRAND 3" to 10" CIRCUMFERENCE.

Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1912.

501

## "MUMEYA."

"While-you-wait" Photography.  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH  
"APPARATUS AND MATERIALS WHICH CAN FINISH  
IN AN HOUR.

PRICE 2.00 per 3 pcs. on Post Cards.

No. 8, Queen's Road Central.

TEL: No. 254.

### NORTH BRITISH & MERCANTILE

INSURANCE CO.,

IN WHICH ARE VESTED THE SHARES OF

THE OCEAN MARINE INSURANCE

COMPANY, LTD.,

and

THE RAILWAY PASSENGERS

ASSURANCE CO.

TOTAL FUNDS at 31st December, 1914,

£23,970,367.

Authorized Capital £8,000,000

Subscribed Capital £4,000,000

Paid-up Capital £2,437,500

II—Fire Funds..... £337,047

III—Life & Annuity Funds..... 17,567,590

Sinking Fund Account..... 129,530

£23,970,367

Revenue Fire Branch..... £2,381,466

Life and Annuity Branches..... £141,598

Revenue Marine Department..... 337,239

Other Receipts..... 478,940

£2,339,233

The Accumulative Funds of the various

Branches are separately invested, and, by

Act of Parliament, are not liable to meet

the claims under the respective Depart-

ments of the Company's Business.

SEWELL, TOMES & CO

Agents

### LEE YEE'S

HAIR DRESSING SALOON.

Electric Facial Massage with

Massage Cream, Perfum,

By

EXPERIENCED HANDS

Novels, Magazines,

Ladies' Fashion Books and

Toilet Requisites.

15, D'Agular Street.

Hongkong, July 5, 1916.

581

### FRENCH LESSONS

G. J. MOUSSON.

15, Morrison Hill Road

IF you have lost your appetite, one of

the big variety of dainty dishes at the

ALEXANDRA CAFE is sure to tempt

you.

### BUSINESS NOTICES.

## THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,  
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34'

Turns empty Dock in 2-3-4 hours

THREE PATENT SLUWAYS taking vessels up to 3,000 tons displacement  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shop ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:

JOHN L. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 7-12 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS' LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK." TELEPHONE No. 212.

## VICTORIA THEATRE

TUESDAY, 16th MAY, 1916.

ANOTHER ASTOUNDING PROGRAMME

The Foundling, (in 4 Reels).

A Touching Drama Built on Powerful Plots.

2nd EPISODE

Dolly of the Dailies (8 Reels).

INTERESTING STORIES FROM HOME CHAT

FEATURING MARY FULLER

Comical

BRAYS FAMOUS CARTOONS, BLACTYS ADVENTURE.

MAUDRELS FATE (1 Reel Comedy).

Interesting

PATHE'S BRITISH GAZETTEE.

FRIDAY

TWO VERY EXCITING EPISODES

"EXPLOITS OF ELAINE."

## THE HONGKONG HOTEL

AND

## GRILL ROOM

J. E. TAGGART.

MANAGER.

## PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies

rooms, Roof Garden.

Terms:—From \$5. per day Mex.

Telegraph add: "Peaceful,"

P. O. PEUSTER,

Manager.

### PATELL & CO.

Importers-Exporters

AND

Commission Agents

HONGKONG.

Branches:—

SAN FRANCISCO, CAL.

YOKOHAMA, JAPAN.

BOMBAY, INDIA

China:—

HANKOW,

SHANGHAI,

CANTON

DON'T Forget after the Show, Supper

and Light Refreshments.

ALEXANDRA CAFE

Open Till Midnight.

### KING EDWARD HOTEL

Central Location

A Electric Tram Pass entrance.

Electric Lifts, Fans and Lighting.

European Baths and Sanitary Fixings.

Hot and Cold Water System throughout.

Best of Food and Service.

Telephone 373.

Telegraphic Address

"Victoria." J. WITCHELL,

Manager.

### SIEN TING

Surgeon Dentist

No. 14, D'AGUILAR STREET.

TERM VERY MODERATE

Consultation.

Conservation.

### BUSINESS NOTICES.

## GREEN ISLAND CEMENT CO., LD

## Portland Cement

In Bags of 375 lbs. net.

In Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGER.

## HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

### HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

TUESDAY, 16th MAY.

8 A.M. 'FATSHAN' 5 P.M. 'KINSHAN'

10 P.M. 'KINSHAN' 5 P.M. 'HONAM'

WEDNESDAY, 17th MAY.

8 A.M. 'HONAM' 8 A.M. 'FATSHAN'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer ..... \$ 6.00

Return Fare by Night (available also for Return by day Steamer) 11.00

Single Fare by Day Steamer ..... 5.00

Return Fare by Day Steamer ..... 9.00

### HONGKONG-MACAO LINE.

S.S. 'HEUNGSHAN' Tons 2076 | S.S. 'SUI TAI' Tons 1651.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf

Sundays, at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 5 P.M.

### EXCURSION TO MACAO.

SUNDAY, 21st MAY.

The Company's Steamship, "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 5 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at

7.30 A.M., and from Hongkong at 1 P.M., from the Company's Wing Lok Street

Wharf.

This Steamer connects with the Excursion Steamer returning from Macao at 5 P.M.

### CANTON-MACAO LINE.

S.S. 'SUI TAI'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO

STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,

AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

### CANTON-WUCHOW LINE.

S.S. 'SAINAM' 588 Tons, and S.S. 'NANKING' 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday

and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the

same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to

Hongkong or vice versa by the Company's direct Steamers "LINTAN" and

"SANUL". These vessels have superior Cabin accommodation and are lighted

throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

ROTEL MANSIONS (First Floor),

Opposite the Blake Pier.

## ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong  
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,  
Girln of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies

Pork Pies, Plum Puddings, Minced Meat,



## INTIMATIONS

THE HONGKONG ELECTRIC COMPANY, LTD.

NOTICE IS HEREBY GIVEN that the TWENTY SEVENTH ORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Office, 25, George Street, Hong Kong, on SATURDAY the 20th May, 1916, at 12 o'clock Noon for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 29th February, 1916, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th May to the 20th May, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, May 2, 1916.

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 a.m. on MONDAY the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 5th May to the 22nd May, both days inclusive.

THE CHINA-BORNEO CO., LTD.

W. G. Darby,  
General Manager.

Hongkong, May 3, 1916.

PEAR TRAMWAYS COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ANNUAL GENERAL MEETING of Shareholders of the above Company will be held at the Hongkong Hotel, Hong Kong, on THURSDAY the 22nd May, 1916, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st April, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th instant to the 22nd instant both days inclusive.

PEAR TRAMWAYS COMPANY LIMITED.

JOHN D. HEMPHREYS & SON,  
General Managers.

Hongkong, May 6, 1916.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM this date Mr. C. MONTAGUE EDE has been appointed General Manager of the Company and during his absence from the Colony Mr. C. H. P. HAY will perform the duties of the General Manager and sign per procuration.

By Order of the Board of Directors,  
C. H. HOLYOAK,  
Chairman.

Hongkong, May 13, 1916.

SILIMPON (SEBASTIK) COAL.

THE undersigned having been appointed Agents for the COWIE HARBOR COAL CO., LTD., are prepared to quote prices for best quality SILIMPON COAL (timbered into bunkers at SEBASTIK or SANDAKAN (British North Borneo)).

SILIMPON COAL compares favorably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Specimen calling at SEBASTIK or SANDAKAN exclusively for SILIMPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebastik Steamers are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Sibak Bay (Sebastik Harbour), Prices and all other information concerning the Port can be had on application to the Agents.

BRADLEY & CO., LTD.,  
Agents Cowie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915.

WHO'S WHO IN JAPAN

EDITED AND PUBLISHED BY S. KURIYA.

The first (1913) edition is already issued. BIOGRAPHIES of over 5,000 people who are well-known in society and of several hundred foreigners associated with Japan appear in the book. Quite new materials and accurate sketches, both being utterly free from prejudices.

Many portraits are inserted. The book contains over 1,400 pages.

The price is yen 6 (12/6) or \$3 per copy. Orders for the book should be accompanied by payment.

Subscribers for the second annual edition of 'Who's Who in Japan' will be allowed a reduction of one yen.

The registered postage is 18 sen, to Korea and China 40 sen and to Europe & America 70 sen or 35 cents.

It is a GOOD ADVERTISING MEDIUM.

Many influential papers of the world noticed this work in the highest terms.

For example, The Daily Mail says:

"Yet another 'Who's Who' and this time from Japan. The reader is apt at first to regard it as a curiosity, as a sign that the East has now become Western."

practically almost to the last detail. But 'Who's Who in Japan' is far more than a curiosity; it is a very sound and useful reference book. It is printed in English and contains brief biographies, on the one hand, of prominent men in Japan, Mr. Kuriya is a skilful editor and has done his work well.

Who's Who in Japan Publishing Office,  
No. 5, 1-chome, Chishuwa-cho,  
Kojimachi-Tokyo.

If you happen to be in your work will be sent to you promptly and free of charge. Only at the ALEX. DRA. CASE.

CHERRY & CO.,  
PRINCE STREET,  
Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 a.m. on MONDAY the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 5th May to the 22nd May, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, May 3, 1916.

## INTIMATIONS

THE ANDERSON MUSIC CO., LTD.

HIGH CLASS

PIANOS FOR

SALE OR

HIRE.

CASH OR

CREDIT.

TUNING & REPAIRING-

A SPECIALITY.

6, Des Vaux Road, Tel. 1327.

RUSSIAN INTERNAL SHORT

TERMINED LOAN OF 1916.

"For R.R.S. 2,000,000,000."

THE Public is hereby informed that the subscription list to the above LOAN will be CLOSED on 26th May, 1916 and not as heretofore advertised.

The terms are as under:-

The price of issue is 95%.

The Loan is entirely free of Income Tax and of other taxation.

The Loan is repayable at par on 1st February, 1926 Russian style, without option for the Russian Government to convert it at an earlier date.

Coupons are payable half yearly on the 1st February and 1st August Russian style. As interest on the above Loan runs from 1st February, the interest agreed on date of subscription must be taken into consideration and is to be added to the price of issue.

The Russo Asiatic Bank in Hongkong is ready to accept applications for the above loan.

Special favourable rates will be quoted for Russian Exchange.

Payment may also be made in Roubles.

Applications will be wired to Petrograd free of telegraphic charges and commission 4% only of the cost of the Bonds may be paid on application, the balance to be paid on receipt of the Bonds.

The Bank is also ready to give every facility to subscribers in the shape of advances against the scrips.

G. TISDALL,  
Manager.

RUSO-ASIATIC BANK.

Hongkong, May 15, 1916.

ROYAL HONGKONG GOLF CLUB.

EARLY MORNING GOLF.

A BULL played on to any portion of the Sand Track, Grass Track, or in the Ditches on both sides of the said Track must be lifted and dropped in the fairway not nearer to the hole, under penalty of one stroke.

This Local Rule applies only to Early Morning Golf, and has been introduced to avoid annoyance to riders and ponies on the track.

Players are requested to keep their caddies off the rails when ponies are passing.

The above Local Rule is applicable to the Par Cup when competed for in the early morning.

By Order of  
THE COMMITTEE.

Hongkong, April 11, 1916.

DAIRY FARM NEWS.

HAM & BACON

WE HAVE RECEIVED

NEW SHIPMENTS

OF

AUSTRALIAN & ENGLISH

HAMS & BACON

PRICES AS USUAL.

65

JAPANESE MAKERS.

Every kind of Footwear

MADE

TO

ORDER

CHERRY & CO.,

PRINCE STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE CHINA-BORNEO COMPANY LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Building, at 11.30 a.m. on MONDAY the 22nd May, 1916, to receive a Statement of Accounts to the 31st December, 1915, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The Transfer Books of the Company will be closed from the 5th May to the 22nd May, both days inclusive.

By Order of the Board of Directors,  
GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, May 3, 1916.

"To make sales is not enough-  
you must make friends."

CAPSTAN  
NAVY CUT

TOBACCO &  
CIGARETTES  
HAVE BEEN MAKING  
FRIENDS FOR YEARS

W.D. & H.O. WILLS

"Constant growth signifies constant merit."

SHANGHAI RACES.

DESCRIPTION OF THE  
"CRITERION" AND  
"DERBY."

THE CRITERION STAKES.-For China  
ponies. Weight for inches as per scale.  
-One mile.

Mr. Fay's Nivarna-dare King Alce  
brown (Mr. Howard) 153-1  
Messrs. Tong and Speedman's Sir  
Victor (Mr. Williams) 153-2  
Major Nathan's Paragon (Mr.  
Watts) 153-3  
Mr. Emerson's Bonito (Mr.  
Rowe) 153-4  
Mr. Ellis Kadonah's Australian  
Chief (Mr. Vidal) 153-5  
Mr. Rife's Harehart, late Moham-  
medanah, bay (Mr. Hill) 153-6  
Mr. John Paul's Simple Simon  
chest (Mr. Johnston) 153-7  
Mr. Henry Morris's Castledale  
chgs. (Mr. Stewart) 153-8

Patriot considerably delayed the start-  
ing round the course over. At the fall  
of the flag Australian Chief got away with  
Bonito and Sir Victor level in second  
place. Entering the back straight  
Australian Chief was three lengths away.  
At the three-quarters post Hazeltan went  
third followed by Simple Simon, Eggnut  
and Castledale. In that order Australian  
Chief held his lead at the half mile with  
Hazeltan second and Sir Victor nearly  
level. The leader was here coming back  
to the field. At the Monument, Sir  
Victor was out with a lead of three  
lengths. Patriot second and Castledale  
coming on the outside. Entering the  
straight Nivarna made a sensational finish  
of it, coming along with a rattle and  
beating Sir Victor by four lengths.  
Patriot, a short head behind, being third.  
Time, 2min. 4 1-2 sec.

THE SHANGHAI DERBY.-For China ponies,  
being bona fide residents of this Meeting.  
Weight for inches as per scale.-One  
mile and a half.

Mr. Cline's chgs. Candlelight (Mr.  
Mollen) 155-1  
Mr. Lamerton's grey Ostris (Mr.  
Rowe) 155-2  
Mr. Elretton's grey Sundry (Mr.  
Hayes) 155-3  
Mr. Ellis Kadonah's grey Locust  
Chief (Mr. Hill) 155-4  
Major Nathan's grey Paragon (Mr.  
Watts) 155-5  
Mr. B. Macgregor's bay The Maj  
(Mr. Commons) 155-6  
Mr. Fay's grey Wynona (Mr.  
Howard) 155-7  
Mr. G. D. Coates's grey Channel  
(Mr. Brand) 155-8  
Mr. Henry Morris's brown Cran-  
field (Mr. Stewart) 155-9  
Messrs. Tong and Speedman's grey  
White Xile (Mr. Williams) 155-10  
Messrs. Sky and Hickling's grey  
Mush (Mr. J. Johnston) 155-11  
Mr. Elretton's bay Dixie (Mr.  
Vidal) 155-12

The Derby furnished a most exciting  
race in which Candlelight and Ostris  
furnished all the final thrills. Cranfield  
led from that stand with Wynona and  
Channel second and third. Passing the  
stand for the first time, Cranfield had gone  
ahead with Wynona second, Cranfield  
third, and Paragon fourth. Paragon then  
went up level with Channel in the primer  
position. Cranfield and Wynona practi-  
cally level in third place. At the three-  
quarters Paragon and Channel were at it  
neck and neck with Candlelight flying  
fifth in an excellent position and going  
well. At the half-mile Paragon had a  
lead of three-quarters of a length with  
Channel, Cranfield, Wynona and Cande-  
light, the last named coming up on the  
outside. Wynona led into the straight  
with Cranfield second and Paragon under  
the whip. From now on, Candlelight and  
Ostris made the running, both bursting  
through and putting up a fine race for  
prize honours with Paragon making sure  
of third place. Candlelight had the last

bit of speed in hand and took victory  
from Ostris by a length and a half. Sundry  
two lengths behind being third. Time,  
3min. 11 1-2 sec.-N. C. Daily News.

LOVE-MAKING IN ARABIC.  
TEACHING TOMMY TO PLEAD FOR  
A KISS.

By way of intellectual relaxation, the  
Army is endeavouring to become proficient  
in Arabic, says Renter's correspondent  
with the Mediterranean Force.

A number of thoughtful Egyptians have  
compiled little phrase books for the use  
of our soldiers, the study of which is more  
refreshing than palm trees or brooks of  
water in the desert. The most instructive  
of these are the "British Soldier's Col-  
loquial Arabic Pocket Guide," by  
Mohammed Hammam.

In his first conversation, after some  
preliminary skirmishing with "Good-  
day" and "Thank you," our soldier finds  
himself talking to a gentleman who says  
his name is Mohammed. The Britisher  
asks, "Do you speak English?" The  
reply is, "Little, sir." "What do you  
want from me?" comes next. "I want  
to drink beer with you," says Mohammed.

"I have no money. Go away," rejoins  
the soldier.

Mohammed plunges the British soldier  
head over heels into a love affair. He  
begins laughingly, "Come here, girl."  
The lady replies politely, "Yes, sir."

"What is your name?" "My name is  
Fatima." "You are pretty and gentle  
and sympathetic too. I love you so  
much," says the soldier.

"I love you too, sir," replies the maid.  
But the underlying cynicism of the author  
rudely breaks the course of dalliance.  
He gives us a lovers' quarrel in three  
hundred, unedifying sentences. "You are  
a liar," "You are a cunning," "You  
love me for my money."

Here the soldier's passion overcomes  
his anger. "Your cheek is rosy," he  
cries-sheer Oriental hyperbole, of course,  
cheeks are never rosy in Egypt-and he  
pleads for a kiss, being rude enough, I  
regret to say to offer humorously half a  
millieme (about half a farthing) for that  
which should be priceless.

Visits to the bar and the restaurant are  
less instructive, although at the latter  
place the British soldier is taught to call  
for "cup of tea with butter," and when  
the waiter says, "You are a gentleman,"  
to reply, "You have that baksheesh,"  
doubtless with the emphasis on the verb.

We then have interviews with a  
"carriage" (cabman), a donkey-boy,  
and a merchant, all of which repay study,  
and we wind up with a dialogue headed  
"The Beggar."

It runs as follows: "Sir, I am a blind,  
Half pasha, please. I am very poor. I  
beg you. I am very hungry. I am very  
thirsty." (Sir.) All this time the beggar  
is running on unanswered, which is just  
what would happen. The British soldier  
now replies. You must imagine a short  
interval between each sentence: "I have  
no money," "Go on," "Get away,  
donkey," "Get a hell." (Look at dabbie)  
That settles the beggar.

COUGHING INTO  
CONSUMPTION

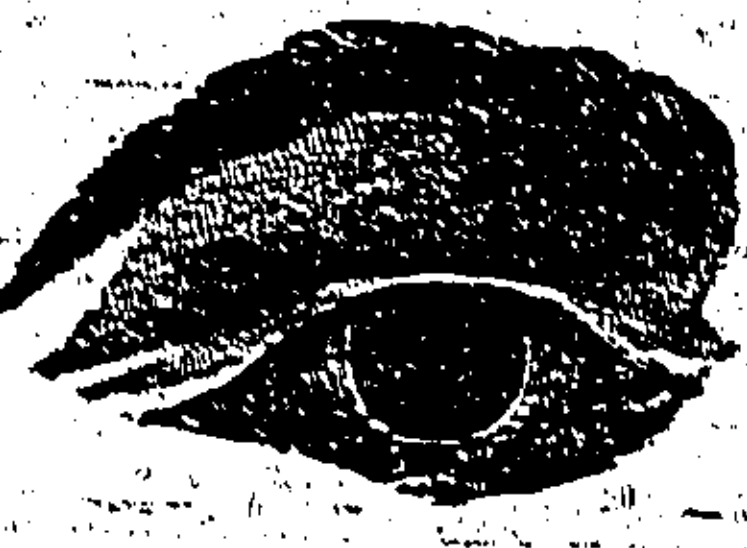
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Hongkong September 4, 1915.

HONGKONG & WHAMPO







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THE DIARY.

MEMOS. FOR TO-MORROW.

Mon.—Meeting of Creditors of the Tung Kie and Wing Koo Firm. Entries close for Gyinkhama on May 27.

10.1 p.m.—Full Moon.

General Memoranda.

FRIDAY, May 19.—Noon.—Canton Insee. Office Extraordinary Meetings.

2.30 p.m.—Auction of Furniture, etc. at Messrs. Hughes and Hough's.

SATURDAY, May 20.—Noon.—Hongkong Electric Co's Meeting.

SUNDAY, May 21.—9 a.m.—Excursion to Macao by S.S. "Taishan".

MONDAY, May 22.—(1.30 a.m.—China-Borneo Co's Meeting.

NOON.—Peak Tramways Co's Meeting.

WEDNESDAY, May 24.—Holiday Empire Day.

FRIDAY, May 26.—Queen Mary's Birthday (1867).

SATURDAY, May 27.—3.45 p.m.—Second Gyinkhama Meeting of the Session.

SUNDAY, May 28.—Hongkong Stock Exchange Settlement Day.

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GUIDE

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Politics" by one Hoon Passer who sees the explanation of the "inner revolution" of other States against Germany in "the fundamental divergence of the psychology of the German people from the psychology of other people" and ERN PERNERSTORFER writes: "If self-maintenance is the only result of these grave days, if no new goals of our political development emanate from it, then the old pressures, embittered by the harsh disillusionment of tense expectations, must return." In another part of his article the author says: "One need not be an uncritical admirer of the English and French constitutionalism and parliamentary form of government, if one must confess that these forms of government alone insure the participation of all sections of the people. To be sure, it may be asked: 'What do you want of England, and what of France?' In the one, the nobility rules; in the other, the bourgeoisie. Is not the rule of enlightened absolutism to be preferred? Yes, and no. The rule of an enlightened, honest and statesmanlike monarch is certainly a greater advantage than the rule of a nobility greedy for power, or of a financial clique greedy for money. But even if the enlightened absolutism possessed the very greatest advantages we have, as a matter of fact, now outgrown it. We will tolerate it no longer, not even in its half-constitutional, weakened form. Civilized peoples desire a free path for all their members." This article written by the Vice-President of the Austrian Diet and published in a leading Berlin paper seems in these times to be as near to high treason as a writer can go in Germany, and it is Sir EDWARD GREY'S views on an "Iron Peace" are allowed to be published in Germany we imagine they will give a considerable help to studies of the "fundamental divergence of the political psychology of the German people from that of the people of other States," and doubtless as time goes on there will be in Germany a growing appreciation of the fact that this divergence is due to the dominating influence of Prussian Militarism upon political thought.

## DEATHS.

JOHNSEN.—On the 6th May, at Shanghai, JOHN JOHNS JOHAN HUSLEAND JOHNSSEN, aged 40 years.

COLLACAO.—On the 5th May, at Shanghai, DR. ISIDORO ANTONIO COLLACAO, aged 12 years.

The China Mail.

HONGKONG, TUESDAY, May 16, 1916.

## AN "IRON PEACE."

SIR EDWARD GREY in an interview which a representative of an American newspaper had with him summed up the necessary "conditions of a permanent peace in a sentence when he said that the hope of securing the freedom and national independence of the European States lies in the German people, once the Pan-German dream of a world-empire have vanished, insisting on the control of its Government, "because a German Democracy will not plot and plan wars like Prussian Militarism." This is so obvious that the submission will be instantly accepted in every country but Germany, where, to repeat, there are many signs after twenty months of war, that the people are beginning to seriously examine the foundations of their political faith. For example, in the "Berliner Tageblatt" under the heading: "We and Others," there recently appeared a noteworthy article by the Vice-President of the Austrian House of Delegates (Herr PERNERSTORFER) in which he discussed why Germany is disliked throughout the world and the internal reforms she must carry out in order to conquer "the world's aversion." He describes it as "a gross bit of impudence" to designate Prussian Militarism as the great European danger, and he writes: "Every modern handbook of militarism proves that of the three greatest military States (Russia, France and Germany), Germany occupies only the third place as far as the cost of armament is concerned. But, to be sure, the German militarism is the best organized. *Hinc ille lacrimae!*" Herr PERNERSTORFER absolutely fails to see that this is just the trouble. The organization of German militarism has for years past been the supreme aim of the Government of Germany, constituting a menace to her neighbours which they dare not disregard, and through which Germany plunged Europe into a war which has proved the most terrible in the history of the world, she found the organization of her adversaries inferior to her own—since they had been lulled or "gulled" into a false sense of security by German diplomatic assurances—the outbreak of war removed the scales from their eyes and the German illusion that the gift of military organization was a monopoly of the German General Staff was quickly dispelled. Herr PERNERSTORFER is unwilling to regard Prussian Militarism as anything more than as a mere pretext for the universal hatred of Germany and quotes with approval from a book on "The German People and

## THE MAGISTRACY.

### MR. MODY FINED.

Mr. J. R. Wood this morning fined Mr. J. H. N. Mody \$10 for not having an adequate rear light to his car.

Defendant was prosecuted by Mr. F. C. Jenkin, Deputy Superintendent of the Police Reserve.

The Magistrate said:—I inspected car No. 21 in company with Mr. Jenkin. Mr. Franks, who is the complainant on the summons, Mr. Gardiner, solicitor for the defendant, and Mr. Lauritsen, manager of the Dragon Cycle Co., who is in charge of the repairs to the car. The number plate was large enough. It more than complied with the measurements required by the regulations. The number was illuminated by an electric lamp from above but owing to the relative position of the lamp to the number plate the lamp did not properly illuminate the lower part of the figures. But this is not the point. I have been asked to decide here. As the inspection Mr. Jenkin said the light from the lamp was very much better than it had been on the occasion of the alleged offence. The conclusion which I draw from the evidence is that owing to the fact that the glasses of the lamp were not properly cleaned the light was dim on that occasion and the license number was not so easily distinguishable, but that after the car was stopped and the lamp examined, the glasses became exceedingly cleaner and that the lamp was seen in this more satisfactory condition by Mr. Lauritsen and Garrison Sergeant Major Hurlie. No doubt in the irritation of the moment when his car was stopped, Mr. Mody was not as ready to acknowledge that his lamp was working unsatisfactorily as he would have been had the subject been brought before him in a more impartial mood. In his cross-examination Mr. Gardiner suggested that the Police Officers had been "officious" in bringing this charge. During the inspection of the car all who were present used the opportunity to observe the lamps of a number of cars which were passing at the time. I think the suggestion made in Court was unnecessary and I do not in any way associate myself with it.

## CLAIM ON A PROMISSORY NOTE.

Before Mr. H. H. J. Gompertz, Puisne Judge, this morning the Kwong Shing Wo firm, 88 Ko Shing Street, sought to recover from the Wo Chan firm, 28 Belcher Street, as signatories to a promissory note, the sum of \$1,040, being as to \$1,000 principal and \$40 interest. The interest amount was waived in order to bring the action within Summary Jurisdiction.

Mr. Finlay Smith instructed by Mr. J. H. Gardiner appeared for plaintiff and Mr. E. C. Jenkin, instructed by Mr. Kong Sing defended.

Plaintiff gave evidence and was subjected to a long cross-examination in which it was suggested by the defence that the chop on the note was a forgery.

## NEWS OF THE DAY.

### LOCAL AND GENERAL.

Members of the Hongkong Gymkhana Club are reminded that entries for the next Gyinkhama on 27th inst., close to-morrow.

It will be observed in the advertisement regarding the Russian Loan that the subscription list will remain open until May 26th.

Lieut.-Colonel F. C. S. Sanborne, Palmer, who is well remembered by many in Hongkong, has been appointed Commandant of the 11th Rajputa.

The P. & O. outward mail steamer *Medina*, with the London mails of the 4th instant, arrived at Suez on Sunday evening, the 14th inst.

At the Hankow Races last week Mr. Dupree, who rode chiefly for the Ewo Stable, had 9 wins, 6 seconds and 5 thirds. Of these the Ewo Stable had 4 wins, 3 seconds and 1 third.

Thirteen outbreaks of small pox, eleven of which ended fatally (affecting one Portuguese and the rest Chinese) occurred last week. There was also a fatal Chinese case of plague and a notification of enteric fever (Chinese). The total number of plague cases since the beginning of the year is seventeen. All terminated fatally. Seven of the cases were imported.

It is stated that there is a possibility of the *Minerva* being put back on the Pacific run under charter to the International Corporation. The vessel early in April was undergoing an extensive reconstruction at the Union Iron Works at San Francisco. Her sixteen boilers had been out, and new ones were being fitted on a new plan which will make her coal consumption very much more economical.

## FOR A LAME BACK.

WHEN you have pains or lameness in the back, bathe the parts with Chamberlain's Pain-Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then stamp a piece of flannel slightly with this liniment and bind it on over the rest of pain. For sale by all Chemists and Storekeepers.

## CHINESE AFFAIRS.

(Reuter's Service to the China Mail.)

## PEACE CONFERENCE IN CHINA.

### A PROVISIONAL GOVERNMENT AT CANTON.

The Peking Correspondent of The Times says, the Government has agreed to a proposal to hold a conference of delegates from the loyal provinces at Nanking to mediate between the North and South and to discuss the question of the Presidency.

Meanwhile, the four Southern Provinces which have revolted have formed a Provisional Government at Canton and proclaimed the Vice-President, Li Yuen Hung, President.

## THE MORATORIUM IN CHINA.

### "AN ACT OF CRIMINAL FOLLY."

SHANGHAI, May 15.

Despite the moratorium, the Bank of China remained open, thereby preventing an unparalleled panic, as already, there has been a run on another Bank. Immense crowds are besieging the Banks in order to convert notes. The foreign Banks are lending assistance.

The moratorium is universally condemned as an act of criminal folly. It is feared that it may lead to foreign intervention.

## THE POLITICAL SITUATION.

### AS VIEWED AT WUCHOW.

(From Our Own Correspondent.)

The revolt of the Southern Provinces against the re-establishment of the monarchy is the centre around which all the interests of life move in Wuchow at present. In many matters directly so, for the constant movement of troops is a cause of great satisfaction to the populace; when a body of men goes up the Fu River, the people think really something big is now happening; when, after a few days the same men return, the people immediately imagine that the need for troops elsewhere has become urgent, and they are delighted to see the soldiers again start off. This sort of thing has been happening for weeks past, but one does not hear of the troops accomplishing anything beyond these to-and-fro journeys. Of course, the unsettled condition of affairs has entirely upset business. Nobody will give credit, and so there is next to nothing being done by the merchants. Local bank-notes are depreciated three per cent, and everything seems to have stopped, except the upward tendency of the price of rice. That continues, and is likely to continue to rise until the time for the new crop, two months ahead. It is all the more remarkable that prices should go up thus because the steamers coming up river are now carrying large loads of rice: part of this is for the consumption of the army, but there is a surplus which ought to be brought down the local price. The concentration of troops, moreover, is not here at Wuchow, but lower down the river at Shichang, so it is not likely the stores of rice for their use would be transported up here past the place at which it will be required.

Meanwhile, a certain amount of small business is being done. The country folk continue to bring in their produce, the gambling shops do their trade, the lottery opens its doors, and the motor boats run up and down. As a matter of fact, a record has been established in the motor boat traffic, for on one recent day no fewer than four of the boats struck rocks. No life was lost, however, and not much cargo.

Against this, however, there is a real advance to be reported, for within the past three weeks the long-dead motor service from here to Kweilin has become an accomplished fact. The boat which performs this remarkable trip is not a new one, and when the writer travelled on her, on another run, he was considerably surprised to learn that it was proposed to use her on the Fu River. The engines did not seem capable of much strain, and it seemed hardly likely that the boat would be able to negotiate the heavy rapids between Wuchow and Kweilin. However, she has now made three complete trips, and will continue on the run as long as the water is of sufficient depth. Probably the periodic spaces in the Fu River will make the time-table somewhat irregular, but that is a small consideration, by comparison with the great attainment of having a systematic service between these two important towns, occupying three days in the journey instead of fourteen, as was the case under the old house-boat travelling.

## CLOSING SHARE QUOTATIONS.

Banks	3.20 p.m.
Unions	27.50
Cement	28.50
Electric	21.50
Docks	47.50
Watsons	108.00
	7.20 p.m.

## BRITISH CORPORATION.

### ANNUAL MEETING.

At the 26th annual meeting of the British Corporation for the Survey and Registry of Shipping, held at the Head Office, in Glasgow.

Mr Robert Clark, chairman, said: The thoughts of the country are absorbed in the progress of the war, and the character of the industry which we serve has undergone such a change, owing to the requirements of our naval authorities, that I feel sure a very short speech from me to-day, is all that you will expect. Since we met last year shipbuilders have not been idle; nor have the surveys of the British Corporation, but it has not been on the production of commercial vessels that their energies have been expended, but on work of even more vital interest to the community. (Hear, hear.) I need hardly say that the committee and the staff greatly appreciate the privilege they have of doing something to forward the interests of our country and its Allies.

### TONNAGE AND THE SOCIETY.

It is usual at our annual meetings to report to you the tonnage built during the year to the classification of the new, but I wish you to understand that these figures give no indication of the work which the Corporation has done and is doing. They are interesting perhaps as historical facts, but are no indication of the progress or retrogression of the industry. The tonnage actually completed to our classification during 1915 is 105,000 tons, and the tonnage building is over 220,000 tons. I am not quite sure that in connection with so little progress as is being made with it, the press is being made with it. Perhaps I should say the tonnage ordered is over 250,000 tons. It looks as though some progress would be possible in the near future, however, as the great shortage of Government to take all necessary steps to increase their number. The quickest way to do this is to arrange with builders to complete these vessels that are already in course of construction, many of them nearly at the stage of launching. If this is done, we may look for a reasonable output of tonnage built, our class during the current year. (Hear, hear.) When ship-building gets back to its normal condition we may be able to make some estimate of our progress as a classification society, but meantime we must be satisfied with the knowledge that we are being fully recognised and employed. (Applause.)

### THE SOCIETY AND GOVERNMENT COMMITTEES.

One of the most important occurrences from a shipping point of view in the last year, has been the completion of the work of the last of that remarkable series of committees that were appointed by the Government following on the Titanic disaster and the International Convention of 1913. I cannot recall the exact number, but I know that our chief surveyor has served on four of them. I might almost say five, in view of the "technical" nature of his work. In any case a sufficient certificate of mental and physical stamina. (Hear, hear.) The report of the last of these committees, that dealing with load lines, is, completed, but as it has not yet been presented to Parliament, it is not available for discussion. I can say this, however, that we are sure its recommendations are made after the most careful and painstaking inquiry, and will be able to form an opinion in this complex question. (Hear, hear.) The report of the Bulkhead Committee has been published, and steps are already being taken by the Board of Trade to make British ships comply with certain of the regulations recommended by it. (Applause.) I will not enter into the controversy that is being carried on between the Board of Trade and ship-owners as to whether or not this is a suitable time to enforce rules on British ships which were prepared with a view to International adoption. That is a question of high policy with which a registry society has no concern. What I wish to point out is that the general application of such technical requirements as are embodied in the committee's recommendations will throw a heavy strain upon the executive staff of the Board of Trade, and that conditions will arise very similar in quality, if less in quantity, to those which accompanied the introduction of the compulsory load lines in 1890. Sir Nathaniel Dunlop, our first chairman, has often referred to the great gain which has accrued to the shipping trade through the insertion in the original Load Line Act of a clause securing legal recognition for the representation of the shipping industry under that Act. It is to him that we are indebted for its adoption, and its advantages are fully recognised by the Board of Trade, who appreciate the co-operation of the classification societies in administering the Load Line Acts. It seems to me that if similar use could be made of the classification societies in connection with the administration of sub-division of ships that it would be of equal benefit to the Board of Trade and to the country. To look only at one aspect of it, that of utilising the world-wide organisation of the societies in connection with an International Convention seems to show very distinctly the advantages that would accrue. (Applause.) I can say that if such a suggestion recommends itself to those interested, the committee of this registry would be glad to co-operate and to devote the necessary energy to such important work.

### THE SOCIETY'S FOREIGN CONNECTIONS.

There is one result of the war to which much attention has been drawn. That is the complete alteration it has made in the value of foreign connections. Some of these are very difficult to appreciate, and what seemed very desirable connections two years ago have no value to-day. I don't suppose that in our day, any rate, any of our countrymen will be wishing to work in harmony with those against whom we are fighting. The feeling will make international combinations very difficult to arrange, but it will increase the value of connections with Allied countries. It is therefore a source of great satisfaction to know that our relations with the Registro Nazionale Italiano continue to be of the most cordial character. We had occasion to exchange congratulations when Italy joined the Allies, and I took the opportunity then afforded me of conveying to the members of the Italian Committee our appreciation of the part they played in the war. It was a pleasure to see that the staff I can only repeat, was built up.

what I have had occasion to say before. Mr King, our chief surveyor, Mr Taylor, the assistant chief, and all the other members of it continue to justify the complete confidence which the committee has always had in them, and I take this opportunity of thanking them for their continued devotion to the interests of the Corporation. (Applause.)

### THE TECHNICAL COMMITTEE.

Mr Fred J. Stephen, chairman of the Technical Committee, spoke of the progress of the technical and practical work of the society during the year.

Sir Nathaniel Dunlop in a short speech said that the country is in progress, it can only hope to do so in the future as it has done in the past, by making full use of the knowledge and experience of those who have helped to put it in its present position without the aid of the Government. He was not in sympathy with the view that trade and commerce would develop under the authority of a bureau such as suggested by the creation of a Ministry of Commerce. It is by such independent associations as this Society which focus the knowledge and practical experience of the shipping community, that advance without unnecessary restrictions can be made most rapidly. He therefore sympathized strongly with the Chairman's suggestion, that further extension of the principle which had been adopted in connection with the load line would be an advantage to the shipping community.

Mr W. H. Macdonald also addressed the meeting, and said that Sir Nathaniel Dunlop had referred to the relatively small appreciation which was granted to the work of this Society as compared with that of the Society differed not at all from almost all others, but might instead be the abuse which had been showered upon shipowners as an example of failure of the public to appreciate their valuable services in the national cause and he made bold to say that the Navy and the Merchant Marine were the only services in the world really ready at the outbreak of war. He concluded by proposing a hearty vote of thanks to the Chairman for which the Chairman returned thanks.

The British Corporation is represented in Hongkong by Mr Donald Macdonald.

## THE CHARTERED BANK AT SINGAPORE.

### OPENING OF NEW PREMISES BY THE GOVERNOR.

On Saturday, May 6, a fine new building for the Chartered Bank, at the Eastern end of Raffles Place, was formally opened by His Excellency the Governor of the Straits Settlements (Sir Arthur Young). There was a large attendance of public and business men, and many ladies at the "At Home" given by Mr. John Greig, the manager, and spacious as the one-floor banking hall, it proved more commodious for the company assembled to look over the building, and particularly to admire the new home of the bank, says the "Free Press."

His Excellency the Governor and Lady Evelyn Young arrived shortly after five o'clock and were received by Mr. and Mrs. Greig, her ladyship being presented with a beautiful bouquet of flowers.

Sir Arthur Young said that the building which had been erected by the Chartered Bank for their business was a credit to the City, handsome and substantial, in a central position. The bank established a branch of the Bank in 1847, six years after it had received its charter authorising its establishment in London for the purpose of carrying on banking business. In 1887 the bank went to the Federated Malay States and the branches established there had recently greatly assisted the Government in raising the loan of fifteen million dollars authorised by the Enactment of March 26th. This loan had been successful, the whole 15 millions being subscribed (hear, hear.) That operation was carried out by the Bank and its branches, the manager of the branch at Kuala Lumpur, telling the Government that the directors would allow the services of the Bank to be given free of charge (hear, hear.) Although the Bank of England had been established in 1826, it was not until the middle of last century that the difficulties connected with banking business were removed, and banking assumed its present form. We are astonished how people were able to carry on their business without the facilities given by banks. Payment by cheque, for instance is an enormous convenience. They might have noticed that banks are almost invariably housed in handsome and imposing buildings, in the best site of a town. There must be some very good reason for this, because much money can be stored in a small space. What that reason was he did not know; they would have to find it out for themselves (laughter.) His Excellency concluded:—"I now declare these premises open, and hope that the Chartered Bank will continue to flourish in Malaya, for where banks flourish the country also flourishes. The architect who designed the building, the contractors who carried out the work, and Mr. Edwards, who came out from home to superintend it are to be congratulated, and I call on you to wish continued prosperity to the Chartered Bank."

Mr. G. U. Farran, of Messrs. Fraser and Co., on behalf of the brokers, wished to echo his Excellency's sentiments. The new offices, from their point of view, are a vast improvement, as to see the manager they had now only to mount nine steps, instead of thirty-five as previously (laughter.)

The toast was heartily drunk.

Mr. Greig in replying to the toast said, the Chartered Bank was established in Singapore in 1859 and though he had no knowledge of its earliest habits, he knew it was for a long time housed in an office at the corner of Raffles Square, which a few of them would remember and where he himself worked in the beginning of his "Eastern service." It was appropriate, therefore, that they should return to the Square where the Bank's early reputation was built up.



# THE WAR.

## TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE CASEMENT TRIAL.

A SECOND MAN ARRAIGNED.  
CASE FOR THE PROSECUTION.

LONDON, May 15.  
Extraordinary interest was manifested in the opening of the trial of Sir Roger Casement.

Long lines of people, including many distinguished persons, waited for hours outside Bow Street Police Station. Only a few were admitted owing to the limited space.

There was a dramatic surprise when a second prisoner was placed in the dock, namely Daniel Bailey, described as a soldier living at Woodley, who was arrested at Wandsworth yesterday.

Both prisoners are charged with high treason.

Casement looked pale and haggard.

The Attorney-General sketched Sir Roger Casement's career in the Consular Office. He read a letter written by prisoner to Sir Edward Grey in 1914 expressing gratitude for the honour of knighthood conferred upon him, and contrasted this with his subsequent change of view.

While regard to Bailey, the Attorney-General explained that he was born in Dublin and was taken prisoner by the Germans in September, 1914.

The Attorney-General said that the prisoner Casement had repeatedly addressed Irish prisoners at Limerick, introducing himself as the organiser of Irish Volunteers, saying that the prisoners should join and strike a blow for Ireland. The case against him had been heard by the court, and he had been found guilty of high treason.

The Attorney-General said that Casement, Bailey and a man named Monthy went to Berlin, secured tickets for Wilhelmshaven, and left there for Ireland in submarine T-20.

### NEW ZEALAND AND COMPULSION.

WELLINGTON, May 15.  
It is expected that a Compulsory Service Bill will be introduced in the Legislature this week.

### GERMANY APOLOGISES TO SPAIN.

SEQUEL TO "SUSSEX" OUTRAGE.

MADRID, May 15.  
Germany has apologised to Spain for the loss of the Spanish subjects who were travelling on the "Sussex" when she was torpedoed, and promises to compensate the families of the victims.

### JAPANESE HONOUR FOR BRITISH SHIPMASTER.

SEQUEL TO GALLANT SEAMANSHIP.

Captain G. R. Harris, of the British steamer "Netherpark," has been decorated by the Japanese Government with the 1st Kibito for his praiseworthy conduct. It appears, says the "Japan Chronicle," that the steamer "Kenkomaru XI," owned by the Inui Gomei Kaisha, of Kobe, left a Spanish port for Baltimore, U.S.A., on January 10th. During her voyage she encountered a severe storm in the Atlantic, and the engine-room was flooded, making it impossible to get up steam. While drifting off Nova Scotia on February 6th she met with the British steamer "Netherpark," which took off all the crew of the Japanese vessel. At the time a severe gale was blowing, with heavy snow squalls, and the "Kenkomaru's" boats were smashed and carried away while being lowered. At last Captain Harris, of the "Netherpark," lowered a boat and together with two of his crew made several trips between the two ships, and succeeded in transferring all the Japanese to the British steamer.

The Japanese were very well treated by the British shipper while on board his ship. On arrival at Plymouth Captain Harris advanced their travelling expenses to the Japanese, with which they were enabled to reach London. The matter being brought to the notice of the Japanese authorities, the praiseworthy conduct of Captain Harris has been officially recognised as above stated.

### ANOTHER ZEPPELIN DESTROYED?

ENGAGED BY BRITISH DESTROYERS.

COPENHAGEN, May 15.  
A Zeppelin was observed on the west coast of Norway and pursued by three British destroyers. Suddenly getting out of control the airship sank to a hundred feet above water and was then observed by fog. It is supposed that she was shot down and lost.

### A SANGUINARY FIGHT.

THE RUSSIAN BATTLE FOR KASHIRSHIRIN.

PETROGRAD, May 15.

The capture of Kashirshirin on the 10th inst. was preceded by a most bloody sixteen-hour fight in the Kurish village of Samuil, commanding the approach to the town.

"This was the first engagement in Turkish territory exclusively with Turkish regulars. The latter were desperately defending the historic road to Mesopotamia, but were finally devastated. Artillery swept successive infantry charges as they fell back.

### MANY MILES OF GRAVES.

STRANGE FACTS FROM THE GALICIAN BATTLEFIELDS.

An article from the Austrian War Press headquarters reads as follows: "Lemberg and Przemyśl show long it seems since our thoughts were concentrated on these two Galician towns. In reality it is but a few short months. To ride from Lemberg to Przemyśl to-day is to ride through one huge vast cemetery. Wherever you look you see graves. There they are in long rows by the railway-graves of the men who defended the railway line. There they are in groups in the wilderness. On some are transcribed the small grey cup of German helmet already rusted. On others the rough wooden crosses are sinking into the ground as though they knew the plough would soon be there. Sometimes you see huge mounds from which nothing but a few flagstones were vigorously above the pitiful landscape. It is almost as if some one were laughing in the grave below. The only break in this terrible churchyard is formed by some blackened timbered ground, once a village. Such is the country over which the fury of war has three times raged. Only the cities have been spared and have recuperated with a speed which would seem almost impossible. Lemberg is as gay as ever and as busy as ever and Przemyśl is once more the peaceful provincial town of peace days. The streets are clean, the hotels are adequate and the shop-windows are full.

### PROSECUTION OF THE WAR.

I stood gazing into the well-filled windows of a confectioner; and the thought came to me "What was this window like a year ago?" A year ago here was the best that riches could buy, and only very occasionally a countryman crept into the town to sell a chicken for which ten dollars were gladly given. Winter clothes were not to be had then, and rich men did not hesitate to walk the streets wrapped in some out-of-date mantle.

In this war have fallen like nine pins. To Przemyśl alone has fallen the honour of a long siege. To the garrison fell hardships which the Siege of Paris did not know. In the dead of winter there was not a window in the town and no glass could be had. The bombs of Russian aviators had broken them all. Horses were fed on wood pulp soaked in sweetened water. Some of the animals threw up at others lay down to die.

In the Café Stieber you can listen for hours to such details as these. Do not think the house of Stieber is any ordinary cafe. Its history is the history of Przemyśl. Long before Przemyśl was first threatened this cafe was the great prosecution of the war. And later came the first and second sieges. Café Stieber was the centre of this town. No one wanted to stay at home with his own dismal thoughts, guests could not be received, gas there was none and petroleum must be used sparingly. The best thing to do was to sit in your pocket and grope through the streets to Café Stieber.

### NOVEL WAR BULLETINS.

And then there was always something to read there. In the beginning there was even from time to time a real newspaper brought by an aviator. Later there was only the war-bulletin, which was slowly reduced from ordinary white paper to the backs of paper bags and finally to the backs of men's cards. Last of all there was only one copy and that was on view in Café Stieber. In the last weeks of the siege any bit of paper in the street was eagerly picked up, and used as a cigarette paper. Not was tobacco any too plentiful. In February, 1915, 50 dollars were offered for 100 cigarettes of poor quality. The offer was refused with contempt. And if you had tobacco or cigarettes you could not smoke them when you would. For that you had to go to Café Stieber. There a huge log fire burned night and day, for wood there was plenty but matches were precious indeed. The soldiers in the trenches got two matches a day per five men.

### CHINESE AFFAIRS.

(Wah Tse Yat Po's Service.)

#### CHINA'S MORATORIUM.

AN INQUIRY BY FOREIGN MINISTERS.

PEKING, May 15.

The Foreign Ministers have inquired whether the order suspending the cashing of the notes of the Bank of China and the Bank of Communications applies to Chinese only or applies equally to foreigners.

The Peking correspondent of the "North China Daily News" in a recent communication says: "It is clear that the country is fast drifting towards financial disaster. Practically no revenue is reaching Peking and the silver reserve in the two Government banks has been taken to pay the troops for April. All endeavours to borrow have failed and are likely to continue to fail until a settlement is arranged."

#### SOLDIERS TO BE PAID IN CASH.

PEKING, May 15.

It has been decided to pay the soldiers henceforth in cash, instead of notes.

#### THE "GOVERNMENT OF THE SOUTH."

PEKING, May 15.

President Yuan Shih Kai has wired to the Provinces, on the inadvisability of organising a new Government in the South.

#### THE RESPONSIBILITY OF THE CABINET.

PEKING, May 15.

Generals Fung Kwok Chong, Cheong Min and Duen Koi Sui have telegraphed to the President that they will guarantee his retention in the Presidency if he will transfer full administrative powers to the Cabinet.

#### SHANGHAI PIECE GOODS TRADE.

Messrs. Albert and Co. (Ltd.) Piece Goods Market Report says:—

The political situation in China is a matter of which the Shanghai Piece Goods Market is very much concerned. Imports, has been entirely set aside by the native mercantile community in favour of the silver position. The rapid daily appreciation of the metal has undoubtedly caused orders from the interior to be held up, and this is likely to extend to the textile side, so long as the basis of replacing values declines with the rising exchange. No matter what the financial position of stocks may be. The tea and silk seasons are commencing very shortly, and in the former alone it seems likely, the Russian market would buy about twenty per cent of the crop as it did last year, thereby drawing something over thirty million taels worth of export bills, the position of silver out here would become even more acute than it is reported to be at home, as the total stock of silver here is not about three hundred million taels in specie and bars, and twenty million dollars, while from present appearance the chance of a demand in imports coming to the rescue in time seems remote.

#### JAPANESE INVESTMENT.

MINES AND COTTON MILLS IN CHINA.

Of late there has been an increasing tendency for Japanese to make investments abroad. Industrial projects alone involve a considerable amount of capital, says the "Japan Chronicle" (Kobe).

To begin with, the Sino-Japanese Industrial Co. has acquired rights for the Taohing Mine in Anhui, China, and is now busy projecting the establishment of a large iron-founding company with a capital of ¥20,000,000. The South Manchurian Railway Co. has also secured rights for the Anshanchan and seven other iron mines. The Naigai Cotton Co. of Osaka, has a scheme in contemplation for extending the equipment of its cotton mill in Shanghai by 20,000 spindles at an expenditure of ¥2,000,000, and a similar scheme is contemplated by the Mitsui firm, while it is reported that Messrs Suzuki & Co. intend to start a large spinning company somewhere in South China.

Japanese merchants trading in Yokohama with Russia have under consideration a project for the establishment of a spinning company with a capital of ¥10,000,000 at Moscow. It is expected that this project will be established in Texas, U.S.A., by the Japan Cotton Co. with a capital of \$100,000, while Mr. Takakura Tohei, a financial magnate in Osaka, and a number of Osaka and Tokyo business men, are planning an undertaking for rubber plantations in the South Seas, with a capital of ¥2,000,000. It will thus be seen that at the moment Japanese enterprise is more busy abroad than at home.

#### A GOOD RULE FOR THE HOME.

MAKE it a rule of your home to always keep on hand a bottle of Chamberlain's Colic, Cholera, and Diarrhoea Remedy as a safeguard against such complaints. It always cures promptly, and no household is safe without it. For sale by all Chemists and Storekeepers.

### SCOTTISH LETTER.

(From the Daily Correspondent.)

#### THE SCOTTISH SAILOR.

MARCH 25.

M. Georges Butant, who has been visiting Glasgow as the special representative of the "Petit Parisien," has much to say concerning ships and the men who live on the sea. The real seafaring man, he remarks, never appears to him to resemble other men. This impression is called forth by contact with Scottish seamen of all grades from the highest to the lowest. "There is," he writes, "something mysterious and legendary in these Scottish men of the ocean; it always seems as though the world were too small for them, and that they require space—the sea below, the firmament above." M. Butant excuses himself for yielding to romantic reflections, which, he says, were the result of frequent contact with Scottish seamen. To whatever nation he may belong, he remarks, a naval officer is "more closely related to another naval officer of any country than he is to his fellow countrymen whose occupations and associations are on land." The sea is a "patrie" and those who go down to the sea in ships are compatriots. He describes the attitude of British naval officers as "correctness itself," and they give an impression of robust health and sturdy youthfulness. "All the men I saw at Glasgow who were in the Navy seemed to me young and strong. In point of fact, in these modern days, when a statesman or a general passes for young at 60 years of age, these captains and admirals of 50 years and less might almost be classed with youths."

#### RUSSIAN TRADE PROSPECTS.

Many British firms are taking steps to promote trade with Russia, and in this connection several important shipping and other schemes are now under consideration, according to the "Dundee Advertiser." During the first few months informal negotiations on the subject have also been in progress between Russia and the Commonwealth of Australia, and although nothing definite has yet been decided upon, there is good reason to believe that action in the matter will be taken soon. At present one of the chief difficulties to be overcome is the lack of direct steamship communication, most of the business having hitherto been carried by German steamers, with transshipment at Genoa or Hamburg for Odessa and Petrograd. It is now proposed that there should be a connection between Russian vessels and those leaving Australian ports at Hongkong, as it is fully expected that the bulk of the shipments will be made to and from Vladivostok. Already a service has been established between the Siberian port and Vancouver, and in Canada there are great hopes of trade developing on a big scale between the two countries. One of the chief exports from the Dominion will be agricultural machinery, the main Russian source of supply before the war being Germany.

#### THE WAR IN A NUTSHELL.

The Scots soldier in London is musing a fresh coinage of stories that is finding its way into the talk of the town. An English friend tells me one that came in his own experience. In a District train the other day he found himself beside a keen young fellow wearing a glengarry. He was getting out at the next station, so point blank he put the question, "How long do you think the war is to last?" Prompt came the reply, "It's half-time, and we've got them whacked." That was their whole conversation, for next moment the train was at the platform. My friend confesses to a great respect for this inimitably terse summary of the war in the language of football.

#### COAL AT £10 PER TON.

HIGH COST TO FOREIGN CONSUMERS.

Writing on March 20, the Cardiff correspondent of the "Financial Times" says: "Business has been rendered increasingly difficult in the Cardiff and South Wales coal market by a still further restriction in tonnage supplies and enormously increased freight rates. British ships are particularly scarce, and neutral owners are raising a tremendous price for their cargoes. At the close of the week Frs 120 was paid for this month's shipment, and no less than Frs 125 for April loading. The rate to Genoa is also up to 50s for ready loading. Rates in other directions are proportionately high. The price of coal to consumers abroad now runs up to as much as £10 per ton, and is eagerly sought after, even at this price, so great is the scarcity and so insistent the demand. Nevertheless, there is no sign of a slackening in the Cardiff coal market, and the best classes of coal coming on the market are now obtainable for prompt loading at and below 40s, and very good bunker coals have been down to 24s. Small steamers are also easier on the basis of 15s for best bunker descriptions. House coals, after being very strong, are a trifle easier on the advent of milder weather.

#### STOP PRESS NEWS.

FOREIGN BANKS SUPPORT CHINESE BANKS.

(Wah Tse Yat Po's Service.)

SHANGHAI, May 16.

The foreign Banks agree to support the Bank of China in accepting their notes.

The situation is thus relieved.

The Territorial Bank continues to-day paying out cash for notes.

#### NOW IS THE TIME.

FOR RHEUMATISM you will find nothing better than Chamberlain's Pain Balm. Now is the time to get rid of it. Try this Balm and see how quickly it will relieve the pain and soreness. For sale by all Chemists and Storekeepers.

(attached to the 12th West Yorkshires), has also been killed, probably before he was able to take command of the 1st Camerons.

Lieut.-Col. Harry Maclear, D.S.O., East Lancashire Regiment, commanding the 23rd Royal Scots, killed, was the eldest son of the late Major H. W. Maclear, The Buffs. He saw service at Chitral, Malakand, Somaliland, and West Africa. Two of his brothers have fallen in this war.—Lieut.-Col. Percy Maclear, killed in the Camerons, and Captain Basil Maclear, killed in France.

Captain John Doran Macdonald, of the Graves Royal Commission, died of wounds in France, was the second son of Sir J. H. A. Macdonald, (Lord Kingsburgh), formerly Lord Justice-Clerk of Scotland. His volunteer training was received in the R.L.C.C., and he was a well-known Rugby footballer, often playing for the London Scottish.

Sec. Lieut. Eric L. Finlay, 16th Devon, died from wounds, was a nephew of Sir R. B. Finlay, and the second son of Mr. J. F. Finlay, who after being sent to India in the Civil Service and held high appointments there. Lieut. Finlay was educated at Cambridge, and passed for the I.C.S.

Sec. Lieut. Ernest F. Ranken, 7th King's Own Scot. Borderers, died of wounds, was the fourth son of William Ranken, Spence Street, Edinburgh. He was a well-known Watsonian Rugby player. His brother John died of wounds last June.

#### WILLS AND ESTATES.

Henry Brock of Darhelt, Dumfriesshire, in addition to heritable estate personal £225,680. He leaves £15,000 for the benefit or in the interest of the inhabitants of the Vale of Leven.

Sec. Lieut. Oswald S. Brown, 3rd Black Watch, of East Tinwald, Lochmaben, a tea and rubber planter in Ceylon, killed in France, 214,647.

Captain the Hon. Wm. Lovett Cameron Graham, formerly of the Highland Light Infantry, Deputy Assistant Quartermaster-General in Bombay, A.D.C. to the Viceroy of India, President of the Bank of Bombay, and of Messrs Graham and Co., Bombay and Glasgow, died on active service, 243,189.

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SPRING, PANG, COBO,	Capt. H. Manley,	10th May	Shanghai with
Four Sails & M. REVELLES			s.s. Karmala.
SHANGHAI, MOJI, KOBE	NYANZA	About	Direct
and YOKOHAMA.	Capt. S. Barchan,	30th May	Service.
LONDON & BOMBAY via	NOVARA	Noon	Connecting at
SPRING, PANG, COBO,	Capt. H. H.	2nd June	Shanghai with
Four Sails & M. REVELLES	Hetherington, R.N.M.		s.s. Moria.
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	Capt. A. R. Garwood,	3rd June	Service.
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\* CANADA MARU ..... Friday, 28th May, at 3 p.m.  
\* TACOMA MARU ..... Monday, 13th June, at 3 p.m.  
+ Omitting Shanghai and Nagasaki. (Omitting Manila and Nagasaki.)

BOMBAY LINE. FOR BOMBAY, via SINGAPORE, PORT SWETTENHAM, PENANG and COLOMBO.  
\* LUZON MARU ..... Saturday, 3rd June, at 7 a.m.

FORMOSAN LINE. FOR TAMSUI, KEELUNG and ANPING, TAKAO, via SWATOW, AMOY.  
\* AMAKUSA MARU ..... Sunday, 21st May, at Noon.  
\* SUSHU MARU ..... Wednesday, 24th May, at 9 a.m.  
\* KAIJO MARU ..... Capt. Murakami.

Proceeding to Keelung via Swatow and Amoy.  
Proceeding to Anping and Takao.

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STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
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S.S.	For	Moji, Kobe & Yokohama	On or about
S.S. RION MARU	For Moji, Kobe & Yokohama		19th May
S.S. BANRI MARU	For Moji, Kobe & Yokohama		1st June
S.S. HOKUTO MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan		8th June
S.S. RION MARU	For Batavia, Cheribon, Samarang, Sourabaya, Macassar & Balikpapan		23rd June

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FOR	STEAMERS	TO SAIL
SWATOW & BANGKOK	CHANGCHOW	May 17, Daylight
SAIGON	KASHING	May 18, Daylight
SHANGHAI	YANGTSE	May 18, Daylight
SINGAPORE	YANGTSE	May 18, at 10 a.m.
HAIPHONG	YANGTSE	May 18, at 10 a.m.
TIENSIN	HUTCHOW	May 22, Daylight

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S.S. 'Anhui', 'Chonan', 'Luchow', 'Yingchow', 'Shantung' and 'Sinkiang', with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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(SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	FOOKANG	WEDNESDAY, May 17, Daylight
SHANGHAI	CHOFANG	THURSDAY, May 18, Daylight
MANILA	LOONGSANG	SATURDAY, May 20, at 3 p.m.
SHANGHAI	WOSANG	SUNDAY, May 21, Daylight
HONGKONG & HAIPHONG	LOONGSANG	TUESDAY, May 23, at 8 a.m.
MANILA	JUENKANG	SATURDAY, May 27, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers Fookang, Namsang, Loong and Fookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yaching, Kungong leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei.

Taking Cargo on through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd., General Managers.

Telephone No. 215.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG &amp; RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals

taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Telephone No. 215.



## R.M.S.P. THE ROYAL MAIL

## STEAM PACKET CO.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE

## HOMEWARD.

FOR	STEAMERS	DATE OF DEPARTURE

## TRANS-PACIFIC SERVICE.

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON &amp; Co., Ltd., Agents.

Telephone No. 215 Sub Ex. 10.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

## REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. SHIRALA, 5,300 tons, Capt. J. H. Galgey, will be despatched for SHANGHAI, MOJI and KOBE on 28th May.

## WESTWARD.

The above Steamer has excellent saloon accommodations for passengers and is fitted with all modern conveniences and carries a duly qualified surgeon.

For Freight or Passage, apply to

DAVID BARBOON &amp; CO., LTD., AGENTS.

## SHIPPING

## DOUGLAS STEAMSHIP CO. LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

## SWATOW, AMOY &amp; FOCHOW

## AND RETURN:

(Occupying 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING.

HAIPHONG ..... Capt. J. W. Evans ..... WEDNESDAY, 17th May at 2 p.m.

## SWATOW.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK &amp; Co., General Managers.

## SHIPPING

## P. &amp; O. S. N. Co.

## STEAM FOR

STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS, AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'NAVY' Captain C. Maxwell, carrying His Majesty's Mails will be despatched from this port on or about FRIDAY, the 19th May, 1916, taking Passengers and Cargo for the above ports in connection with the Company's Steamship 'Armadale' from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc. will be conveyed via Bombay per s.s. 'Caledonia' due in London about 3rd July, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. V. D. PARR, Acting Superintendent.

Hongkong, May 6, 1916.

## AMERICAN &amp; MANCHURIAN LINE.

For NEW YORK via PANAMA CANAL

With liberty to proceed via any other route.

THE Steamship

"BLOEMFONTEIN"

Capt. W. H. DOOMAND, will be despatched for the above port on the 22nd May, 1916.

For freight and other information apply to

THE BANK LINE LIMITED, General Agents.

Hongkong, May 15, 1916. 654

## FOR SAN FRANCISCO.

THE FINE NEW AMERICAN

S.S. "FLORIAN"

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States.

For freight and further particulars apply to

DODWELL &amp; CO., LTD., Agents.

Hongkong, March 24, 1916. 472

## THE HANDY BOAT FOR MACAO.

THE Steamship

"CHUEN CHOW"

The ONLY BOAT LEAVING at 5 p.m. EVERY DAY.

Back again by noon on the following day.

SUNDAY—Leaves Macao 5 p.m. Arrives Hongkong about 9 p.m.

FARES—First-Class \$2 Single; \$3 Return (Saloon).

First-Class 60 cts. Single; \$1.50 Return (Saloon) for Chinese.

Second-Class 40 cts. Single; \$1 Return.

Electric Fans throughout. First Class Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

## AGENTS.

LONDON—WILLIAM SLATER, 42 Great Russell Street, W.C. P. ALGAR, 11 & 12 Clement's Lane, Lombard Street, E.C.

T. B. BROWN & Co., Ltd., 183 Queen's Road, Victoria St. CHARTER, ROSS & FLATT, 85 Gracechurch St. E.C. G. STREET & Co., Ltd., 30 Cornhill, Gordon & Gotch, 15 St. Bride St. E.C. ROBERT WATSON, 150 Fleet Street. C. MITCHELL & Co., 200 Strand, W.C. 2. J. H. WATSON & Co., 3 Whitehall, S.W. E.C. MATTHEW & CHURCHILL, Ltd., 10, 11, 12, New Bridge St., S.W.

SCOTLAND—FRED. L. SMYTH, 8 North St. David Street, Edinburgh.

PARIS AND RUSSIE, MATTHEW FARR & Co., 18 Rue de la Grande Boute, Paris.

NEW YORK—T. B. BROWN, Ltd., 20 Wall Street, New York City.

THE CHINESE EXHIBITION OFFICE, 52 West 52nd Street.

SAN FRANCISCO and American Ports generally.—BRAY & BLACK, San Francisco.

FOOCHOW.—BROOKER & Co.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., The Associated Companies, Colombo.

SINGAPORE, STRAITS, etc.—KELLY & WALKER, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

SHANGHAI.—MESSRS. KELLY & WALKER, Ltd.

JAPAN.—MESSRS. KELLY & WALKER, Ltd., Kobe and Yokohama.

CANTON.—FARR & Co.

THE CHINA MAIL, LTD., 4, Wyndham Street, Hongkong.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN &amp; HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
SHINYO MARU	22,000-21 knots	Wed. 31st May at Noon.
DAIREN MARU	9,000-12 knots	Sat. 3rd June at Noon.
JINYO MARU	9,000-12 knots	Mon. 26th June at Noon.
PERSIA MARU	9,000-14 knots	Tues. 4th July at 10.30 a.m.
KWANTO MARU	9,000-13 knots	Sat. 8th July at Noon.
KIYO MARU	17,200-14 knots	Tues. 11th July at Noon.
TENYO MARU	22,000-21 knots	Tues. 18th July at Noon.
NIIPPON MARU	11,000-15 knots	

Proceeding to South American Ports. + Via MANILA, Omitting Shanghai.

First Class to London. + Cargo only.

" " New York. + 271-10. Return (6 months) \$120.

" " San Francisco. + 230. + 238-10.

" " San Francisco. + 245. + 258.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons &amp; Speed. Sailing.

SEIYO MARU ..... 14,000-14 knots ..... Tuesday, 16th May at Noon.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent, KING'S BUILDING (Opposite Blake Pier).

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION.	STEAMERS	SAILING DATE.

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBBAN, CAPE TOWN and KEERTE.

YOKOHAMA MARU. Capt. Shimizu, Tons 16,000. THURSDAY, 25th May, at Noon.

VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.

YOKOHAMA MARU. Capt. Shimizu, Tons 12,300. WEDNESDAY, 7th June at 4 p.m.

SYDNEY AND MELBOURNE via MANILA, THURSDAY, 13th June at 4 p.m.

SHANGHAI & KOBE via MANILA, THURSDAY, 14th June at 4 p.m.

SHANGHAI & KOBE via MANILA, THURSDAY, 20th May.







